

Transport Corridors in Central Asia

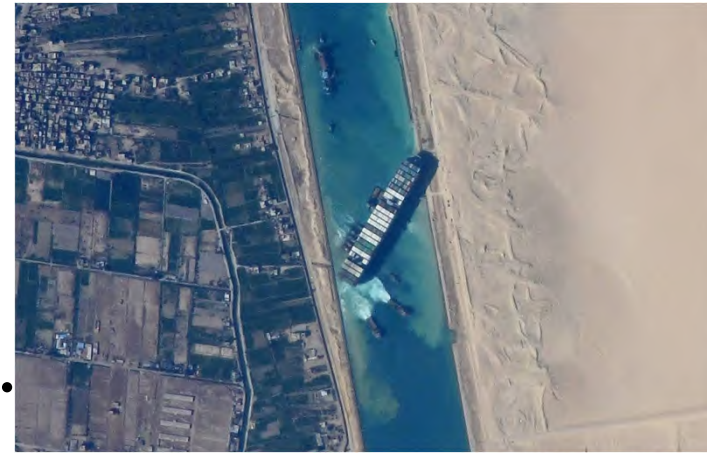
Kenmei TSUBOTA
Toyo University

Competitions within and beyond

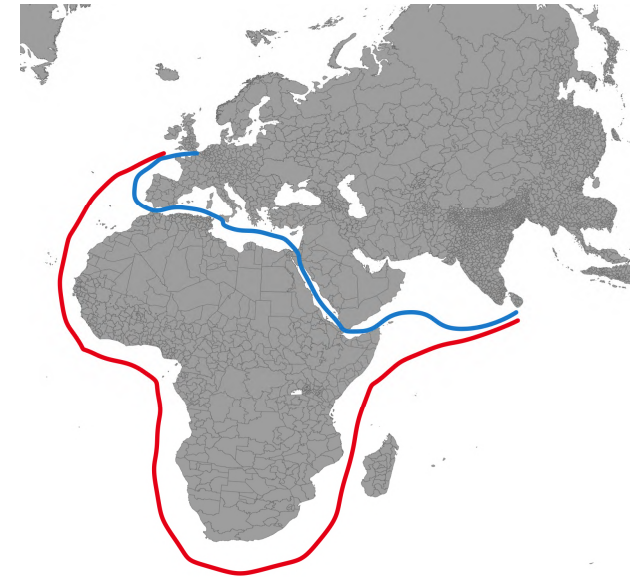
1. The competitiveness of Central Asia depends on various factors.
 - Piracy, conflicts and wars
 - Maritime freight rates and others
2. There are several corridors going through Central Asia.
 - Russian routes
 - Middle corridor (TITR)
 - CAREC corridors
3. Diversifications should bring further competition
 - Diversifications of routes
 - Diversifications of demands, on top of existing transit demands
 - Foreign direct investments to Central Asia

Critical events

- **Blockage of Suez Canal: Ever Given in 2021.**
- **Red Sea crisis from 2023: Houthis' attack**
- Importance of Suez Canal
 - The route via the Cape of Good Hope is longer by 9,000 km, compared with the route via Suez Canal.
 - 18,000 vessels pass through the canal a year.



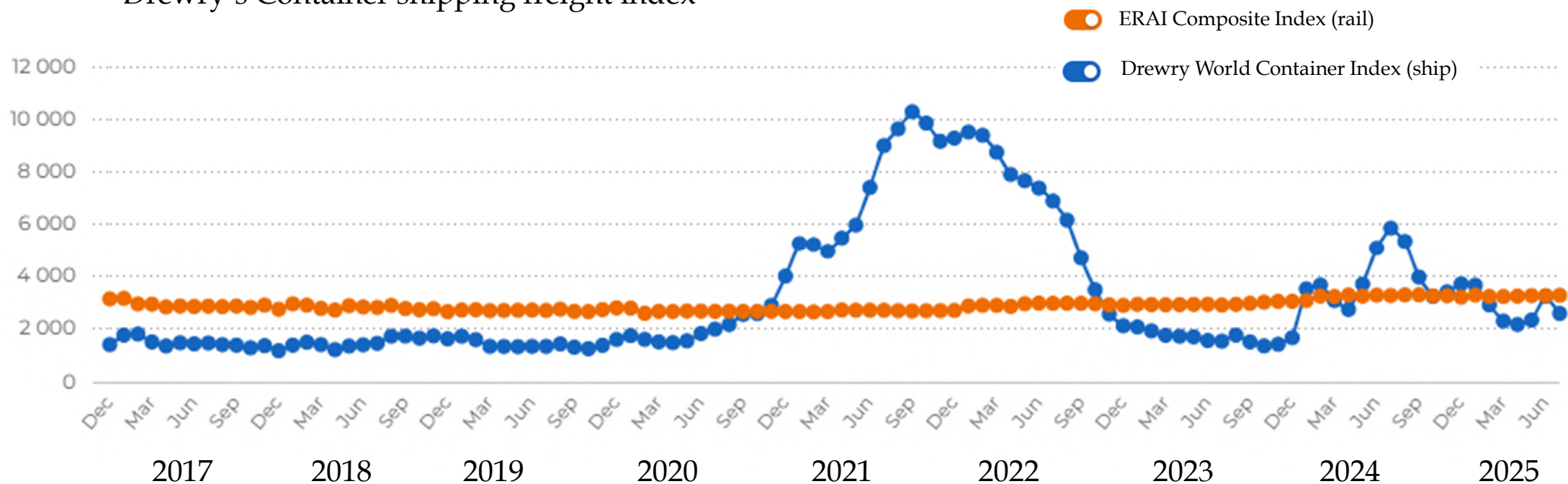
Source: NASA JSC ISS image library



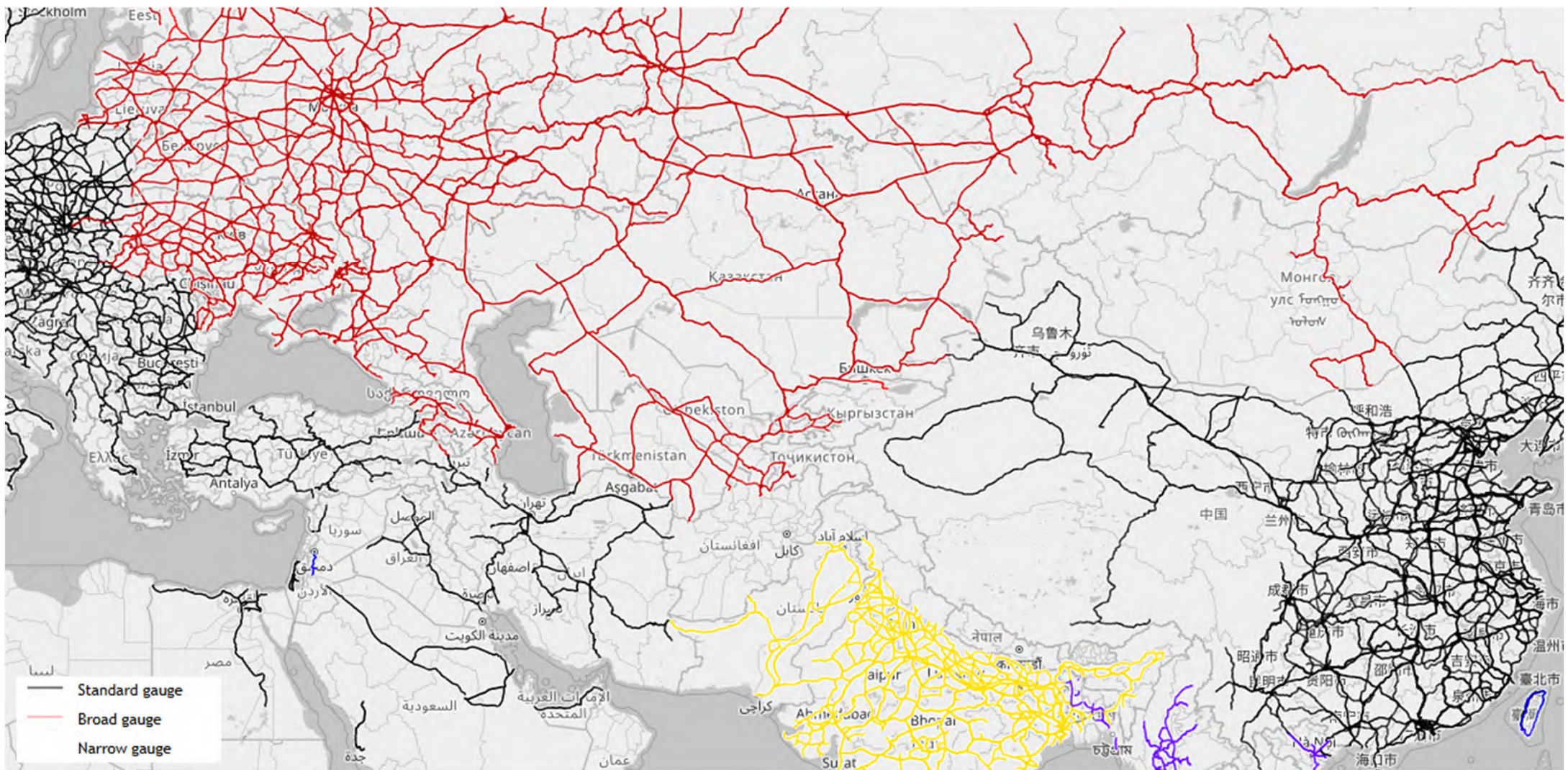
Source: Authors' own elaboration

Comparison of Freight indices

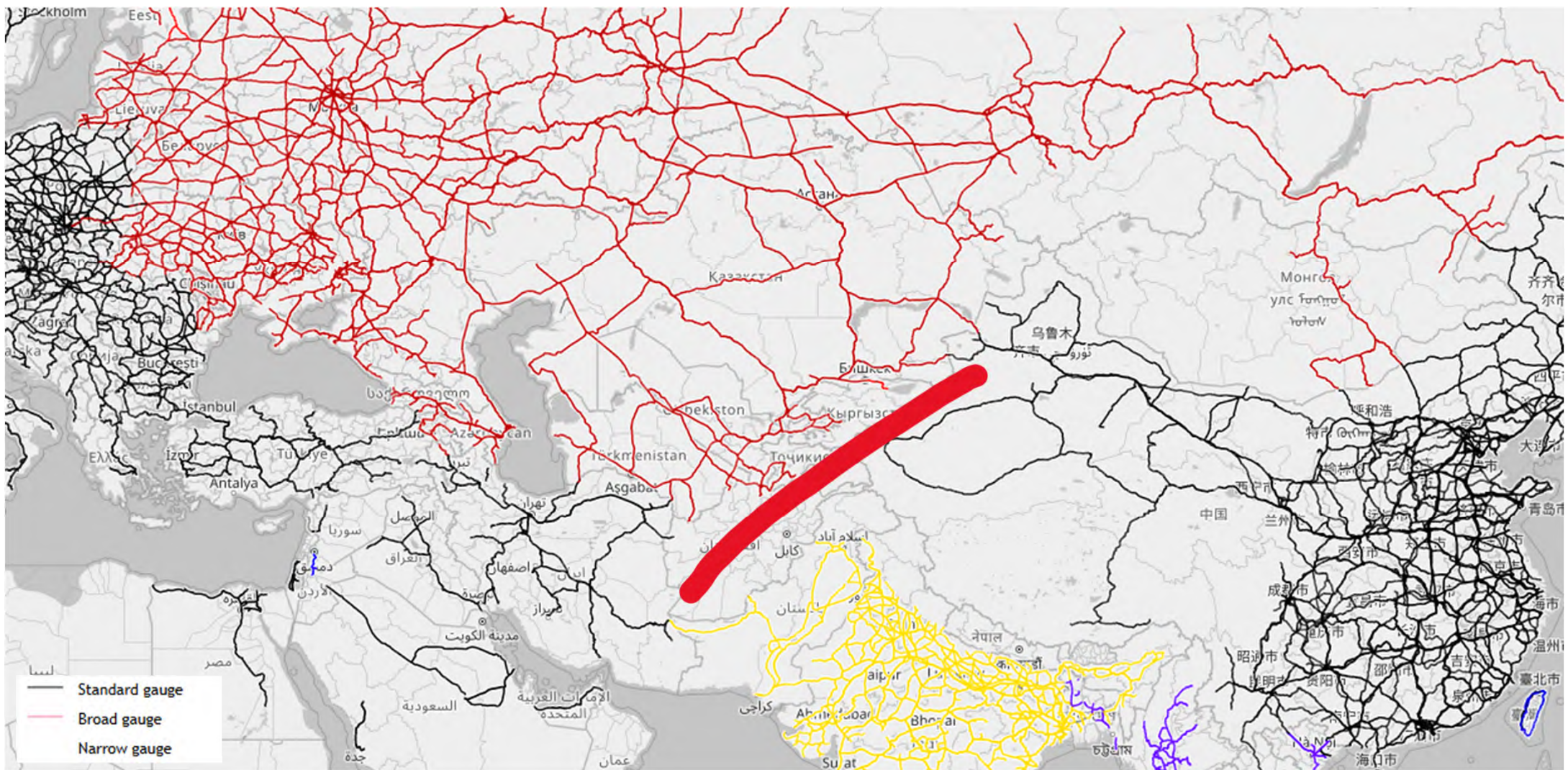
ERAI route: Kazakhstan- Russia- Belarus – Europe
Drewry's Container shipping freight index



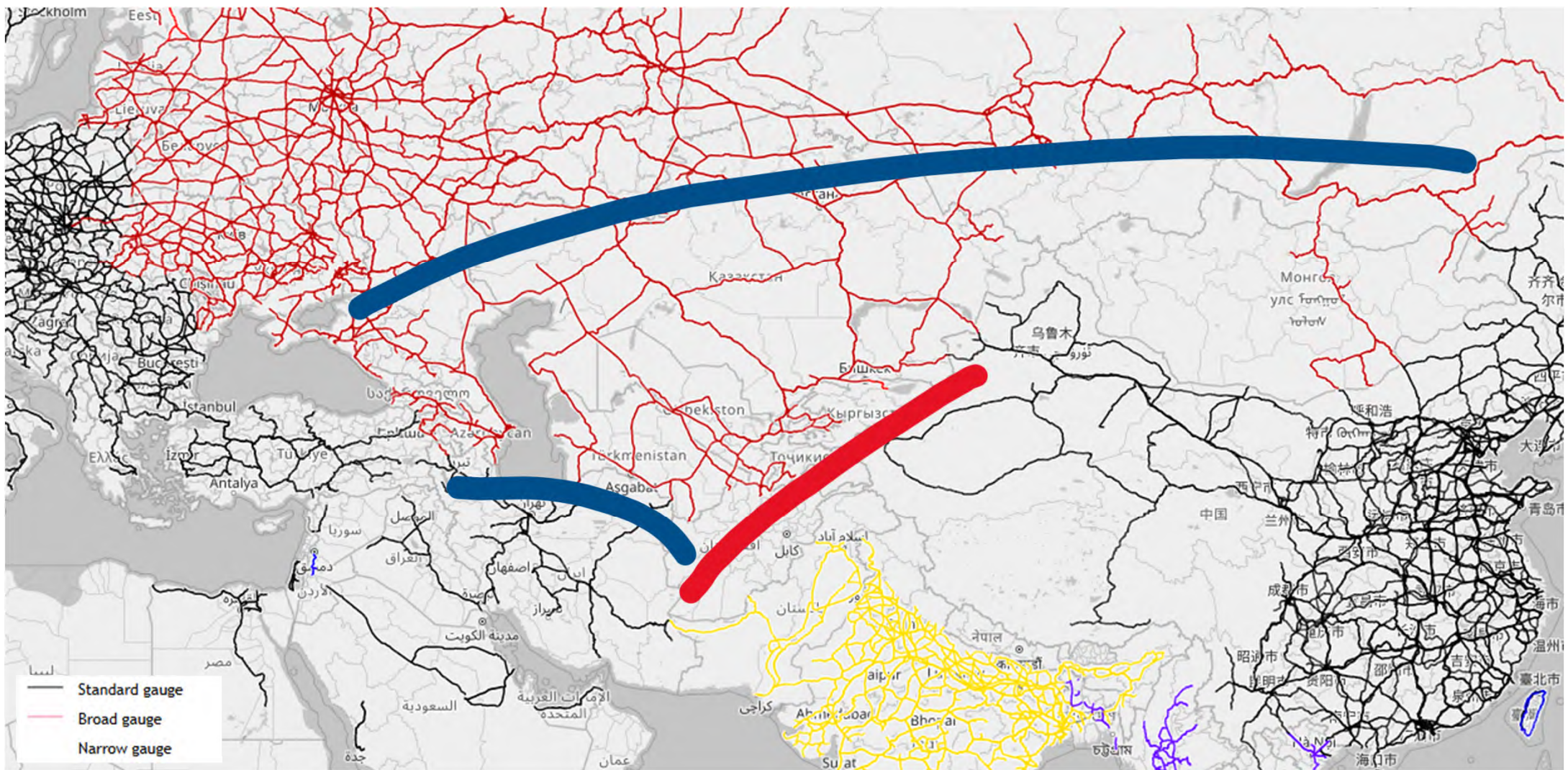
Source: <https://index1520.com/en>



Source: <https://openrailwaymap.org>



Source: <https://openrailwaymap.org>



Source: <https://openrailwaymap.org>

Trans-Caspian International Transport Route (TITR: Middle corridor)



Central Asia Regional Economic Cooperation (CAREC) railway corridors



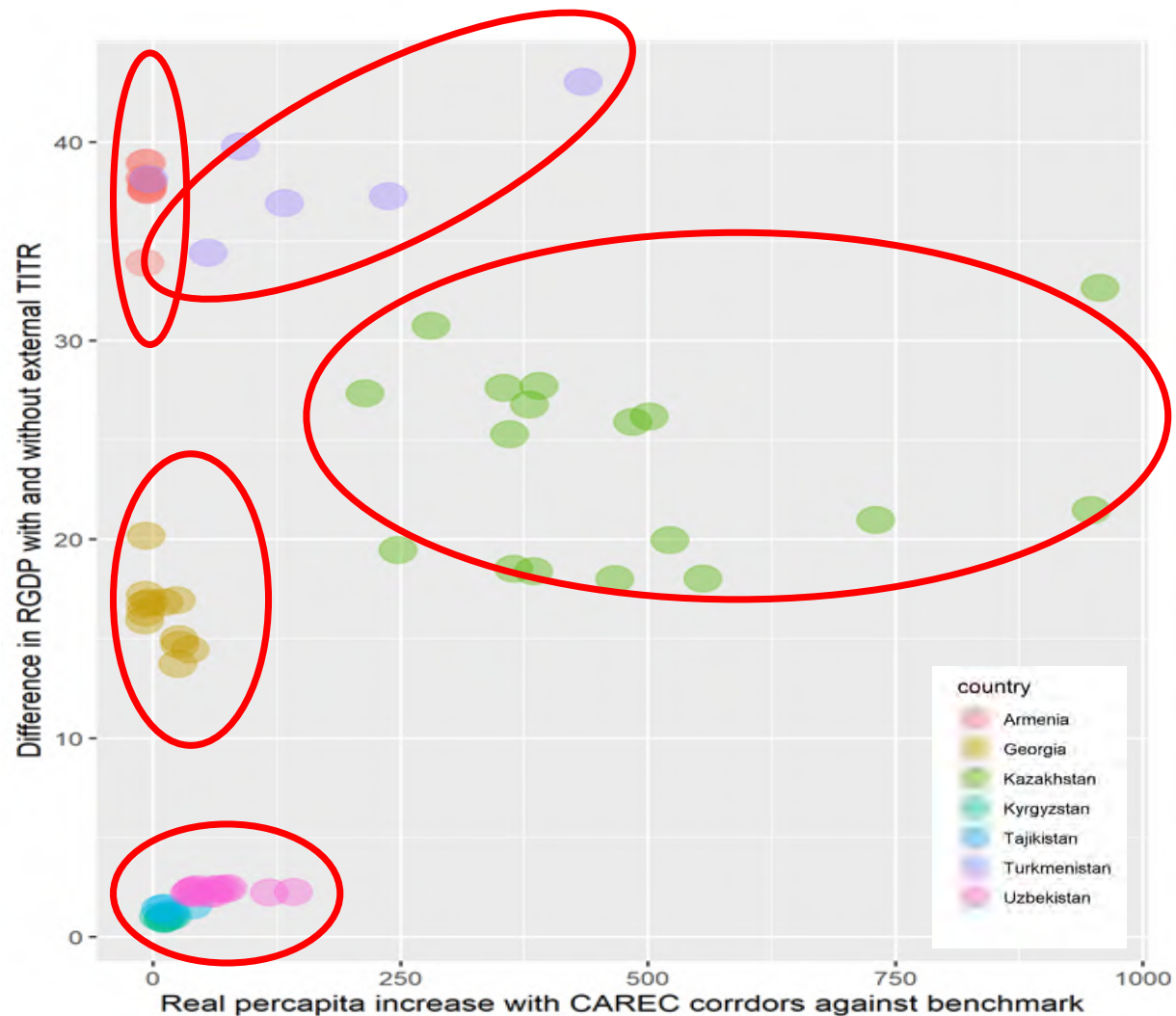
Source: CAREC Secretariat

Source: https://www.carecprogram.org/?page_id=20

Economic impacts

- Better connectivity can enhance economic situations of regions.
- The magnitudes are larger for Kazakhstan but others can benefit if both CAREC corridors and TITR can be in full operation.
- It has spillover effects to China, Turkey and Russia.

Additional benefits from having TITR, together.



The benefits from all CAREC corridors

Transport Corridors in Central Asia

Kenmei Tsubota

Toyo University

kenmei.tsubota@gmail.com